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INFORMATION REPORT

CD NO.

COUNTRY USSR

SUBJECT City of Odessa

PLACE 25X1A6a 25X1C□
ACQUIRED [REDACTED]

DATE OF INFO 25X1X6
[REDACTED]

DATE DISTR. 17 March 1949

NO. OF PAGES 6

NO. OF ENCLS. 1
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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1. The following is an explanation of the attached sketch map of the city of Odessa.

No. 1 is Novorybnaya Street, which is paved with stone and is about 6--7 meters wide, not including the sidewalks, which are paved with asphalt. Each of the sidewalks is 2.5--3 meters wide. The tram runs along this street.

No. 2 is Privosnaya Street, which is paved with stone and is 6--7 meters wide, including the sidewalks.

No. 3 is Bolshaya Arnauchkaya (?) Street, which is similar to No. 1 above.

No. 4 is Malaya Arnauchkaya Street, which is similar to No. 2 above.

No. 5 is Bazarnaya Street, which is similar to No. 2 above.

No. 6 is Uspenskaya Street, which is similar to No. 1 above.

No. 7 is Troichkaya Street, which is paved with stone and is about four meters wide, not including the sidewalks, which are surfaced with asphalt. Each of the sidewalks is about three meters wide.

No. 8 is Bebola Street, which is paved with stone and is 2.5--3 meters wide, not including the sidewalks. Each sidewalk is about two meters wide.

No. 9 is Sabanski Pereulok, which runs between streets No. 16 and No. 17. The extension of this street, which runs between streets No. 17 and No. 25, is called Pochtovaya Street; after that it is called Mizinskaya Street. These streets are similar to No. 1 above.

No. 10 is Politcheiskaya (Politicheskaya ? - Policheiskaya ?) Street, which is paved with stone and is 4--5 meters wide, not including the sidewalks. Each sidewalk is 2--3 meters wide.

No. 11 is Grecheskaya Street, which is similar to No. 1 above.

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Next Review Date: 2008

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- No. 12 is Lasallya Street, which is paved with asphalt and is about eight meters wide, not including the sidewalks, each of which is 3--4 meters wide.
- No. 13 is Lanzeronovskaya Street, which is paved with stone and is 5--6 meters wide, not including the sidewalks. Each sidewalk is surfaced with asphalt and is about 2--3 meters wide.
- No. 14 is Chatrani Pereouluk, which is similar to No. 13 above.
- No. 15 is Primorskaya Street, which is paved with stone and is 7--8 meters wide, not including the sidewalks. Each sidewalk is about 2--3 meters wide.
- No. 16 is Marazliyovskaya Street, which is paved with asphalt. In other respects it is similar to No. 8 above.
- No. 17 is Kanatnaya Street, which is similar to No. 1 above.
- No. 18 is Karantinaya (or Karadinaya) Street, which is paved with stone and is 4--5 meters wide, not including the sidewalks. Each of the sidewalks is about 2--3 meters wide.
- No. 19 is Nolskaya Street, which extends beyond the bridge (No. 41 below). The extension of this street to the south, which is included between the bridge and street No. 15 above, is named Polski Spusk Street. These streets are paved with stone and are 7--8 meters wide, not including the sidewalks. Each sidewalk is about three meters wide.
- No. 20 is a street whose name informants have forgotten. It is paved with stone and is 2--3 meters wide, not including the sidewalks, each of which is about two meters wide.
- No. 21 is Pushkinskaya Street, which is paved with stone and is 10--12 meters wide, not including the sidewalks, which are surfaced with asphalt. Each sidewalk is about 3--4 meters wide.
- No. 22 is Lenina Street, which is similar to No. 1 above.
- No. 23 is Karla-Marksa Street, which is paved with asphalt and is 7--8 meters wide, not including the sidewalks. Each sidewalk is 2--3 meters wide. The little parallel street to the east of this, which runs between streets No. 10 and No. 12, is named Krasny Pereouluk and is paved with stone. It is 3--4 meters wide, not including the sidewalks, each of which is about two meters wide.
- No. 24 is Prospekt Stalin, which extends to street No. 12 above. The extension to the south between streets No. 12 and No. 13 is named Gavanaya Street, and the further extension is named Vageni Spusk Street. The parallel street to the east of Vageni Spusk is named Gogolya Street. Of these, the first is 14 meters wide including the sidewalks, the second 12 meters wide, the third 10 meters wide, and the fourth about 12--14 meters wide. All these streets are paved with stones, except for the sidewalks of the second and fourth, which are surfaced with asphalt.
- No. 25 is Preobrazhenskaya Street, which is paved with stone and is eight meters wide, not including the sidewalks, which are surfaced with asphalt. Each sidewalk is about three meters wide.
- No. 26 is Spiridonovskaya Street, which is similar to No. 10 above.
- No. 27 is Karankozova Street, which is similar to No. 13 above.

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- No. 28 is Petra Velikova Street, which is paved with stone and is eight meters wide, not including the sidewalks, which are surfaced with asphalt. Each sidewalk is about three meters wide.
- No. 29 is Taraspolskaya Street, which is similar to No. 19 above.
- No. 30 is Torgovaya Street, which is paved with stone and is about six meters wide, not including the sidewalks, each of which is 2--3 meters wide.
- No. 31 is Konaya Street, which is similar to No. 27 above.
- No. 32 is Olgiyevskaya Street, which is similar to No. 31 above.
- No. 33 is Valikhovski Pereoulak, which is similar to No. 26 above.
- No. 34 is Sofiyevski Pereoulak, which is similar to No. 33 above.
- No. 35 is Koblevskaya Street, which is similar to No. 30 above.
- No. 36 is Santovaya Street, which is similar to No. 12 above.
- No. 37 is Khersonskaya Street, which is similar to No. 25 above.
- No. 38 is Yelizavetinskaya Street, which is similar to No. 25 above.
- No. 39 is Sofiyevskaya Street, which is extended beyond street No. 34 above, near the bridge (No. 43 below). Sofiyevskaya Street is similar to No. 19 above.
- No. 40 is Moskovskaya Street, which is an extension of the above street east of bridge No. 43 to the settlement marked No. 69. This street is paved with stone and is 8--10 meters wide, not including the sidewalks. Each sidewalk is 3--4 meters wide. The tram runs along this street.
- No. 41 is a concrete bridge about 45--50 meters long and 6--8 meters wide. The bridge has steel railings. Street No. 11 runs over this bridge, and street No. 19 crosses beneath it.
- No. 42 is a bridge named Sabaneyev (or Sambaneyev). Under it runs Voyeni Spusk street, and over it runs Sabaneyev Street, which is short and begins at Gogolya Street and ends at the square which is located just beyond the bridge. This bridge is 20--25 meters long and 5--6 meters wide, and is made of concrete.
- No. 43 is a steel bridge about 40 meters long and 5--6 meters wide. Under it crosses a little street which runs between street No. 34 and this bridge. No street crosses over this bridge.
- No. 44 is the central passenger station of the railroad. It is named Odessa Glavnaya. The building of the station was destroyed during the war. Now a building at the side of the ruined building is used. It was formerly a law court. Informant says that in the summer of 1948 work began on the construction of a new building for the station. The new building is near the old building.
- No. 45 is a railroad station named Odessa Sortirovochnaya (marshalling), which is a freight station only. It is housed in a two-story stone building measuring about 15 by 20 meters.
- No. 46 is a railroad station named Odessa Port, which is housed in a three-story brick building measuring about 25 by 15 meters. The station also includes three one-story buildings in a row about 3--4 meters apart. Each of these buildings is about 20 by 5 meters. They are used as storehouses for various building materials which are brought by sea and are shipped by rail to the north.

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- No. 47 is a factory named October Revolution. This factory makes plows, threshing machines, and various other farm implements. It is surrounded by a rectangular wall 2.5 meters high and encloses an area about 300 by 200 meters. The factory is a two-story stone building measuring about 125 by 70 meters. Within the factory grounds there are many warehouses. About 3,000 workmen are employed by this factory. Informants do not know any further details.
- No. 48 is the Marti Shipyard, for the repair of steamships, both passenger ships and warships. The area is surrounded by a wall, and part of it is surrounded by a barbed wire fence. A three-story stone building measuring about 250 by 100 meters is the main building of the yard. About 2,000 employees work in this shipyard. There are 150-200 German prisoners-of-war and also civilian prisoners who work at various tasks of reconstruction within the area of the shipyard.
- No. 49 is the tramway depot, which houses all the trams of the city. There are two concrete buildings with glass roofs. Each of them measures about 300 by 40 meters.
- No. 50 is the Kanatny Zavod, or rope factory. It makes ropes of various diameters which are used by small boats and by steamships. The factory is surrounded by a wall 2.5 meters high and about .30 meter thick. The wall encloses a rectangular area measuring about 60 by 30 meters. The factory is a four-story stone building measuring about 55 by 20 meters. About 400 workmen are employed in it. One informant says that the products of this factory were sent as far as the camp in the Komi SSR.
- No. 51 is the Voroshilov Factory for canning fruit, vegetables, and meats. It is a two-story stone building measuring about 30 by 20 meters.
- No. 52 is the Lenin Canning Factory, similar to No. 51 above. It is a two-story stone building measuring about 20 by 15 meters.
- No. 53 is a five-story stone building housing the central police (militia and MVD).
- No. 54 is a two-story stone building measuring about 60 by 40 meters. It was damaged during the war. In June 1948, repairs on it were finished. It was to house the offices of the Communist Party of the city. Before the war, this building was the city hall.
- No. 55 is a four-story stone building measuring about 70 by 50 meters. The offices of the Communist Party of the city have been housed within it since 1944.
- No. 56 is a three-story stone building measuring about 50 by 30 meters. It houses the governor (commandant) of the city of Odessa.
- No. 57 is the Cathedral Square (old name).
- No. 58 is the city airdrome, which is used by both civilian and military planes. Informants never visited this airdrome and are unable to give any details regarding it.
- No. 59 is an airplane factory. Informants never visited this factory and knew only its location. They do not remember having heard anything about this factory.
- No. 60 is Revolution Square (Ploshchad Revolutsii).
- No. 61 is a tram line which starts at the end of street No. 17 near Revolution Square and runs into the country. The line is about eight kilometers long, and there are 16 stops within this distance.
- No. 62 indicates summer barracks located at a distance of 100--150 meters from the seventh stop of the tram line (No. 61 above). These barracks consist of tent frames.

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- No. 63 indicates the city barracks, consisting of two three-story stone buildings. Each measures about 80 by 50 meters. Informants heard that about 30,000--40,000 soldiers are stationed here.
- No. 64 is a railroad stop named Little Odessa. It is about 2--2.5 kilometers from the central station.
- No. 65 is a railroad stop named Zastava Pervaya. It is about 1.5--2 kilometers from the preceding station (No. 64).
- No. 66 is a railroad stop for workmen named Zastava Vtoraya. It is 1--1.5 kilometers from the preceding station (No. 65).
- No. 67 is the Tsutovaya Fabrika, a textile mill. It is surrounded by a wall which encloses a rectangular area measuring about 150 by 100 meters. It is a two-story concrete building measuring about 70 by 40 meters. The factory employs about 2,000 persons, of whom 1,500 are women. Informants do not know any details regarding the factory.
- No. 68 is a settlement named Slobodka.
- No. 69 is a settlement named Peresin (or Peresip).
- No. 70 is a place where there are two large flour mills, one of which is in a two-story building measuring about 30 by 20 meters. The other is in a two-story building measuring about 20 by 15 meters. Both are surrounded by their own stone walls. Informants do not know details.
- No. 71 is a sugar refinery housed in a two-story stone building measuring about 25 by 15 meters. The factory is surrounded by a stone wall which encloses a rectangular area measuring about 80 by 60 meters. The refinery employs about 800 persons. Informants do not know any details.
- No. 72 is the electric power plant of the city. It is in a three-story brick building measuring about 80 by 50 meters. It is surrounded by a stone wall enclosing a rectangular area measuring about 120 by 80 meters.
- No. 73 is the customs house, which is a two-story stone building measuring about 60 by 40 meters.
- No. 74 is the entrance to the harbor. It is about 150 meters wide.
- No. 75 is the west breakwater of the harbor. It is 800--1,000 meters long and 50 meters wide. It rises 2.5--3 meters above the surface of the water. It is constructed entirely of concrete. Ships are loaded and unloaded at this breakwater, which serves as a pier. Informants boarded their ship from this breakwater.
- No. 76 is the place where ships from abroad anchor.
- No. 77 is the location of a new lighthouse replacing the old one which was destroyed during the war.
- No. 78 is the east breakwater of the harbor. It measures about 1,800--2,000* meters long and 70--80 meters wide. It projects 2.5--3 meters above the surface of the sea. It is constructed entirely of concrete. Ships going to or coming from the Crimea and the Caucasus load and unload at this breakwater, which, like the other, serves as a pier.
- No. 79 is the central pier of the harbor. It is about 500 meters long and 40--50 meters wide. It is constructed entirely of concrete. Passengers and freight are loaded and unloaded here by the Russian ships making the run between Odessa and Nikolaiyev. Informants say

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that there are many cranes in this harbor, but they do not know how many or of what type they are.

No. 80 is the place where warships anchor. One informant says that in August 1948 he observed within this place four or five warships which are called "kontr-minonosets" but which he says are mine-sweepers. Such ships are 60--80 meters long and about 5--6 meters wide. They are armed with four guns, two fore and two aft. The diameter of these guns is about .18 meter. Informant remembers that one of these ships bore the number 204, and another 308. Each of them was also marked with three letters (Russian capitals), but informant is unable to remember the letters. Informant says that in August 1948 he saw two submarines there, one of which was 50 meters long and about four meters wide; the other submarine was somewhat larger.

No. 81 is a place where warships anchored on 18 August 1948. One informant says that on that date, a Russian holiday, eighteen warships (which probably came from Sevastopol) came to Odessa. They did not enter the harbor but anchored at this point. On the following day these warships left, probably for Sevastopol.

Railroad System

2. The Odessa-Moscow railroad line has a double track throughout. Trains run as follows:

- a. At 11:20 a.m. daily a fast train (of Russian manufacture) leaves Odessa for Moscow via Kiev; it arrives in Moscow in about 48 hours.
- b. At 2:40 p.m. daily a passenger train (of Russian manufacture) leaves Odessa for Moscow via Kiev and arrives in Moscow about 54 hours later.
- c. At 11:30 p.m. daily a passenger train similar to the preceding leaves Odessa and arrives in Moscow via Kiev about 54 hours later.

3. The Odessa-Pervomaisk-Znamenka-Kharkov railroad line has a double track throughout. Trains run as follows:

- a. Daily the Znamenka-Odessa passenger train passes through Pervomaisk; it leaves Znamenka at 2:30 p.m. and arrives in Odessa at 4 a.m. of the following day.
- b. Daily the Znamenka-Odessa passenger train leaves Odessa at 12:30 a.m. and reaches Pervomaisk at 1:30 or 2 p.m. on its way to Znamenka.
- c. Daily at 7 p.m. the Kharkov-Odessa train passes through Pervomaisk; it arrives in Odessa at 8 a.m. of the following day.
- d. Daily at 9 a.m. the Kharkov-Odessa passenger train leaves Odessa; it arrives in Pervomaisk at 8 p.m. of the same day on its way to Kharkov.

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Comment: Previously reported as 1,000 meters.

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